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SOME BELL 222 HELICOPTERS GROUNDED PENDING DRIVE LINK RETROFIT

Approximately 20 Bell Model 222 helicopters were grounded by FAA last week following the fatal crash of a Model 222 that resulted in the deaths of all three persons on board. Aircraft affected by the emergency airworthiness directive may not be flown until improved main rotor blade flight control drive link assemblies are installed.

National Transportation Safety Board said the accident occurred near Hinton, Okla. on April 16 and involved a helicopter, N2152J, operated by Galaxy Aviation of Oklahoma City, Okla. Eyewitnesses reported that the helicopter's tail boom and other large components separated during cruise flight. NTSB said preliminary investigation indicates that one of the two main rotor blade flight control drive link assemblies had fractured, adding that metallurgical examination of the fractured surfaces "indicated a fatigue (crack) present across about one-third of the cross-sectional area of the link assembly web, which had been operating 115 hours at the time of the accident."

NTSB issued a safety recommendation on April 23 calling for inspections of the drive link assembly, P/N 222-010-460-101, and eventual replacement with an improved assembly. FAA issued two emergency ADs—one on April 23 that basically incorporated the NTSB recommendations and a second on April 26 that called for immediate grounding of all 222s with the -101 drive link assembly. Bell also issued an Alert Service Bulletin on April 26 telling operators to replace the assemblies.

A Bell spokesman told *BA* last week that about 15 or 20 Model 222s are currently equipped with the -101 drive link assemblies and are affected by the AD. Bell began offering an improved drive link assembly, P/N 222-011-416-101/103 last fall and the improved assembly had previously been installed in about 45 of the 65 Model 222s currently in service. Some 79 Model 222s have rolled off the Bell assembly line and those still in Bell's possession will be retrofitted before delivery.

The Bell spokesman said all operators affected by the grounding order have received the new assemblies, which Bell is providing without charge. Approximately two to three man-hours are required to install the new assemblies.

CESSNA WINS FAA TYPE CERTIFICATION FOR CITATION III

Cessna Aircraft received basic FAA type certification for the company's Citation III business jet Friday following more than 1,700 hours of flight test by company and FAA test pilots. Deliveries of the 12-place aircraft, which has a range of 2,500 nautical miles, are scheduled to begin in December. Cessna previously announced that it would conduct a series of intensive post-certification flight tests to detect any potential operating problems before customers receive their aircraft.

Cessna said it has more than 140 orders for the Citation III, with production sold out well into 1985. Current price of the aircraft is $5,196,000 in 1981 dollars. The Citation III is powered by TFE731-3B-100S turbofans and will operate at altitudes up to 51,000 feet.

Cessna has originally anticipated initial deliveries in December 1981. However, in mid-1980 *(BA, June 30, 1980/201)*, the company announced a delay in that schedule to accomodate the stringent certification requirements of Part 25 and a number of special conditions mandated by FAA because of the plane's 51,000-foot operating altitude.

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STATUS OF AIRPORT AND AIRWAY TRUST FUND
February 28, 1982

		Current Month	Fiscal Year to Date
I.	BALANCE - BEGINNING OF PERIOD	$ 4,603,500,860.69	$4,718,831,357.71
II.	RECEIPTS:		
A.	Excise Taxes (Transferred from General Fund):		
	1. Any liquid fuel other than gasoline	-0-	-0-
	2. Tires used on aircraft	-0-	-0-
	3. Tubes used on aircraft	-0-	-0-
	4. Gasoline:		
	a. Commercial 4 cents tax	-0-	-0-
	b. Non-commercial 4 cents tax	-0-	-0-
	c. Non-commercial 3 cents tax	-0-	-0-
	5. Transportation by air, seats, berths, etc.	-0-	-0-
	6. Use of international travel facilities	-0-	-0-
	7. Transportation of property and cargo	-0-	-0-
	8. Use of civil aircraft	-0-	-0-
	Total Tax Receipts	-0-	-0-
B.	Less Reimbursement to General Fund-Refund of Taxes and Estimated Tax Credits:		
	1. Commercial aviation gasoline	-0-	-0-
	2. Non-commercial gasoline	-0-	-0-
	3. Civil aircraft	257,237.00	688,368.00
	4. Any liquid fuel other than gasoline	3,345.00	185,147.00
	5. Gasoline - Retailer's tax	569.00	5,308.00
	6. Airline Ticket Refund	-0-	-0-
	Total Reimbursement for Tax Refunds	261,151.00	878,823.00
	Net Tax Receipts	(261,151.00)	(878,823.00)
C.	Federal Payments	-0-	-0-
D.	Transfers from the General Fund	-0-	-0-
E.	Interest on Investments	913,885.24	270,525,991.85
	Net Receipts	652,734.24	269,647,168.85
III.	EXPENDITURES:		
A.	Federal Aviation Administration:		
	1. Operations	(1,769.00)	152,645,679.20
	2. Grants-in-Aid for Airports	18,896,169.83	136,899,012.62
	3. Facilities and Equipment	22,589,869.65	111,758,334.69
	4. Research, Engineering and Development	7,342,463.84	31,826,171.44
B.	Aviation Advisory Commission-Salaries & Expenses	-0-	-0-
C.	Interest on Refunds of Taxes	27,949.00	50,417.00
	Total Expenditures	48,854,683.32	433,179,614.95
IV.	BALANCE-END OF PERIOD	4,555,298,911.61	4,555,298,911.61

STATEMENT OF FINANCIAL CONDITION

ASSETS:		
Undisbursed Balances:		
Airport and Airway Trust Fund (20X8103)	$ 1,824.58	
Operations	4,320.80	
Grants-in-Aid for Airports	17,801,124.09	
Facilities and Equipment	19,757,834.40	
Research and Development	9,171,807.74	
Aviation Advisory Commission-Salaries and Expenses	-0-	$ 46,736,911.61
INVESTMENTS:		
U.S. TREASURY CERTIFICATES OF INDEBTEDNESS:		
11-5/8% maturing June 30, 1982	4,246,470,000.00	
12-1/8% maturing June 30, 1982	3,000,000.00	
12-3/8% maturing June 30, 1982	259,092,000.00	4,508,562,000.00
Total Assets		4,555,298,911.61
LIABILITIES:		-0-
EQUITY:		
Excess Assets over Liabilities		$4,555,298,911.61
Total Liabilities and Equity		4,555,298,911.61

Department of Treasury Chart

Bureau of Government Financial Operations
Division of Financial Management
Trust & Revolving Funds Branch